

PRICE ONE CENT.

NEW YORK, SATURDAY, NOVEMBER 1, 1890.

PRICE ONE CENT.

# EXTRA 43 SAVED

Sixty Supposed to Have Been  
Lost in the Double Wreck  
Off Barnegat.

Thirty-One Sailors Picked Up  
by Coasting Vessels.

Pilot Boat Marshall Rescues Six  
from a Plank.

Others Landed at Delaware Break-  
water and Lewes.

Graphic Story of the Collision  
Told by Second Mate Walker.

Sixteen Corpses Washed Ashore at  
Long Beach.

There is ground for hope to-day that the  
lives lost in the awful disaster off Barnegat  
last Thursday night, when the Spanish  
steamer Vizcaya and the collier Cornelius  
Hargrave came into collision and sank in a  
few minutes, may not reach a total of over  
sixty.

It is known that there were in all, on the  
teamship, ninety-three souls—passengers,  
officers and crew.

Both vessels therefore carried a total of  
103 human beings.

Of these twelve were brought to this port by  
the Brazilian liner Humboldt; sixteen were  
picked up by the schooner Sarah L. Davis  
and landed by the tug Hercules at Lewes,  
Del.; and six more were found and brought  
to Tompkinsville, N. Y., by the pilot-boat  
Marshall.

These reports show that thirty-four persons  
have been saved, leaving sixty-nine  
missing and probably drowned.

Sixteen bodies are reported to have been  
washed ashore on Long Beach, and the dead  
body of one woman was recovered by the  
Davis, which landed the seventeen survivors  
at Lewes.

**MATE WALKER'S GRAPHIC TALE.**

Fruitless Efforts of the Collier to  
Avoid the Collision.

The pilot-boat Charles H. Marshall, No. 3,  
anchored off Tompkinsville, N. Y., at 1  
o'clock this morning, having on board five  
sailors of the ill-fated Spanish ship, Vizcaya,  
and the second mate of the Cornelius Har-  
grave.

The pilot-boat picked them up five miles  
north of the scene of the terrible disaster  
at 7 o'clock yesterday morning.

The names of those rescued by the Mar-  
shall are:

ANGUS WALKER, second mate of the Har-  
grave;  
FARLO FURIA,  
LACRANCO BODIN,  
JOSE GONZALEZ,  
FRANCISCO OLLER,  
JOSEPH CARABO,  
All were sailors on the Vizcaya.  
Mate Walker, who is an intelligent young  
Yankee, gave to an EVENING WORLD re-  
porter who boarded the Marshall this morn-  
ing, a graphic and detailed account of the  
disaster. He said:

vessels drawing nearer, and finally ven-  
tured.

"I think we will strike them, captain."  
"Yes, by—," I said. "I will, I will, I will,"  
he shouted, but it was too late.

"Like a racehorse on a vessel dashed  
forward. We struck the Vizcaya amidships,  
and I hope to God I may never be a witness  
of another such scene.

"The Hargrave tore a great big hole in  
the Spanish side. I saw our bowprit  
sweep along her deck, and a man in gold  
buttons and peaked cap, whom I took to be  
the captain, was knocked off the bridge.

"Then the vessels swung slowly about  
until almost side by side, and for a fraction  
of a second there was the solemn hush of  
death.

"Then a chorus of agonizing human  
cries burst forth. Men and women dashed  
hither and thither on the big steamship's  
decks, and soon I heard the sound of their  
feet as they jumped down on our decks.

"They thought that with us they would  
find safety, but our ship was as sorely  
wounded as their own.

"A moment after the crash I caught a  
glimpse of Capt. Allen's face, as he stood  
immovable under the light of a kerosene  
lamp. His face was white even to the lips.

"Then as he heard the panic-stricken  
people dropping on our deck he shouted to  
me:

"Walker, keep them back! Let's save  
our own crew first. To the boats, men! To  
the boats!"

"He himself, with a broadsword, cut away  
the fastenings of the launch, and jumped in.  
The first mate and three of our crew fol-  
lowed him.

"Meantime I was fighting a gang of  
Spaniards, who were bent on getting to our  
boats.

"Suddenly I looked around, and saw that  
Allen had shoved off with his four com-  
panions. The boat would easily have car-  
ried sixteen.

"I jumped into the rigging and shouted:  
"Captain, you are not going to desert  
your second mate, are you? For God's sake,  
come back!"

"He shouted something in reply. What  
it was I don't know, but I saw him waving  
his hand in farewell, and I knew the coward  
had made off, leaving the rest of his crew to  
perish miserably.

"There were ten of us on the Hargrave,  
all told.

"For a moment I did not know what to  
do. I saw my comrades mounting the rig-  
ging with a crowd of Spaniards at their  
heels. I felt the schooner sinking, and  
fearing that she would be submerged, masts  
and all, I grabbed a big gangplank and  
jumped overboard with it.

"I went under water and when I arose to  
the surface again, men were jumping off the  
schooner into the water all around me.

"Finally I counted thirteen of the Viz-  
caya's men clinging to the gangplank with  
me.

"One was a gentle-faced Spaniard but about  
sixty years old. The sea was quite calm,  
but there was a heavy log swell.

"We were all sitting astraddle of the gang  
plank.

"Suddenly an extra heavy sea turned our  
raft bottom up, and all went over  
board. Down into the water I went, feel-  
ing arms and legs kicking all about me.

helped him on to it again and then climbed  
on myself.

"As daylight dawned I seemed to grow  
stupid, and I remember wondering what  
they were doing when the men from the  
pilot boat came along and picked us up  
about 7 o'clock.

Walker is an unmarried man and lives in  
Boston when at home. He said that the  
Hargrave left the Delaware  
Breakwater at 6 o'clock Thursday morning,  
and should have made her port, Fall River,  
Mass., to-day.

He thinks that both captains were crimi-  
nally reckless, and that either of them  
could have averted the disaster by giving  
way a point three minutes before the col-  
lision occurred.

Joseph Canarago, who was picked up on  
the raft with Walker, said he was asleep  
when the collision occurred.

"I was off duty," he stated to the Even-  
ing World reporter, through an interme-  
diary, "and was dreaming of my home, when  
the fearful crash came. I jumped hurriedly  
and ran on deck. The schooner was just  
sheering off.

"One of our lady passengers was on her  
knees on the deck praying to the Virgin  
Mary for success. Another was rushing  
wildly about, calling for her husband.

"The sailors and main passengers were  
dashing hither and thither, apparently out  
of their senses.

"I saw my captain dead, and then jumped  
into the sea. I gathered floating timber into  
a little raft in the water and clung to it  
until night, when I was picked up with Mr. Walker  
yesterday."

The four others had similar experiences.

Walker and the Spanish sailors all agree  
that the lights of both vessels were plainly  
discernible while they were still miles apart.

The pilot-boat Marshall is commanded  
by Capt. Partridge, and carries six  
pilots, but they had all been left on ship-  
board and were returning to her anchorage at  
Tompkinsville in charge of boatswain Thos.  
McNairna, when he sighted signs of the  
disaster and cruised around until he picked up  
the six men named. Those were all he could  
find.

Ceballos & Co., of 80 Wall street, sent  
John Hernandez, one of their clerks, down  
to the Marshall with the tug boat F. R.  
Dalzell this morning, and brought the six  
rescued men up to the city to the agents  
offices.

There their statements were taken down,  
and they were provided with money and  
clothes.

**THIRTY-FOUR SURVIVORS.**

Belief That the Total Loss Will Not  
Exceed Sixty Lives.

Reports were received at the office of J. M.  
Ceballos & Co., the agents of the ill-fated  
steamer Vizcaya, from Lewes, Del., at an  
early hour this morning stating that eight  
more survivors of that vessel and the collier  
Hargrave had been landed at the  
Delaware Breakwater at Lightship.

The name of the vessel which picked up  
these persons was not given in the dispatch,  
and no further information was given ex-  
cept that the men rescued were all sailors.

The majority of this party was said to be  
from the Vizcaya, although several of  
them were reported to be seamen from the  
Hargrave.

If this report is authentic, it would appear  
that thirty-four survivors from the Vizcaya  
and twelve from the collier Hargrave are  
already accounted for.

The Vizcaya's survivors include the four  
officers and eight seamen brought to this  
city yesterday on the steamship Humboldt,  
the seven landed at Lewes, Del., by the tug  
Hercules, the six which were picked up by  
the pilot boat Charles Marshall, which has  
arrived at Quarantine, and those now re-  
ported at the Delaware Breakwater light-  
ship.

The survivors of the Cornelius Hargrave  
include the ten seamen landed at Lewes by  
the Hercules and the two who are said to  
be among the party on board the Break-  
water lightship.

# RUN AT BENNING'S PARK RIDGE

Good Saturday Races of the Wash-  
ington Jockey Club.

Weather All That the Turf  
Patrons Could Ask.

Presiding Judge Burke Has an Office  
from Nashville.

**BENNING'S RACE TRACK, NOV. 1.**—The Ben-  
ning's races continue to attract large crowds,  
and the Jockey Club continues to be for-  
tunate in having good weather.

Today was clear and pleasant, the sun  
shining brightly and steadily, with a wind  
blowing, and the track was never in better  
condition.

Presiding Judge Burke, whose decisions  
have given such great satisfaction, has re-  
ceived an offer from the Nashville Club to  
preside at their Spring and Fall meetings.

A Charles B. McCoy, who is now acting as  
starter, will have a string of five horses here  
on Monday and will enter them during the  
extra week's races.

**FIRST RACE.**  
For two-year-olds, five furlongs.  
Starting: 14. Total: 14. Betting: 14.  
1. Adair, 14. 2. Taylor, 14. 3. Smith, 14.  
4. Jones, 14. 5. Brown, 14. 6. White, 14.  
7. Black, 14. 8. Green, 14. 9. Yellow, 14.  
10. Red, 14. 11. Blue, 14. 12. Purple, 14.  
13. Pink, 14. 14. Grey, 14.

The horses got away with Adair in the  
lead, riding by Burke and John M. running  
behind and each waiting on the other.  
Sir David, Euston and Willard brought  
up the rear.

Adair made the running all the way  
around and won by two lengths. In the  
stretch Willard gave him a long start for  
the place but was beaten out by a neck.  
Time, 1:01 1/2.

Mutuels paid: Straight, \$6.15; for a  
place, \$3.05. Biddie Doyle paid \$3.60.

**SECOND RACE.**  
One mile.  
Starting: 10. Total: 10. Betting: 10.  
1. Biddie Doyle, 10. 2. Taylor, 10. 3. Smith, 10.  
4. Jones, 10. 5. Brown, 10. 6. White, 10.  
7. Black, 10. 8. Green, 10. 9. Yellow, 10.  
10. Red, 10. 11. Blue, 10. 12. Purple, 10.  
13. Pink, 10. 14. Grey, 10.

Neither of the favorites was in it. Park  
Ridge, well ridden, came through in the  
lead, followed by a neck and Goldstar  
half a length.

In the third race Ridge opened a favorite  
and was ridden by Burke and John M. running  
behind and each waiting on the other.  
Sir David, Euston and Willard brought  
up the rear.

Ridge made the running all the way  
around and won by two lengths. In the  
stretch Willard gave him a long start for  
the place but was beaten out by a neck.  
Time, 1:01 1/2.

Mutuels paid: Straight, \$6.15; for a  
place, \$3.05. Biddie Doyle paid \$3.60.

**THIRD RACE.**  
Six furlongs.  
Starting: 10. Total: 10. Betting: 10.  
1. Biddie Doyle, 10. 2. Taylor, 10. 3. Smith, 10.  
4. Jones, 10. 5. Brown, 10. 6. White, 10.  
7. Black, 10. 8. Green, 10. 9. Yellow, 10.  
10. Red, 10. 11. Blue, 10. 12. Purple, 10.  
13. Pink, 10. 14. Grey, 10.

Cynowre got away in front, but before a  
furlong had passed, Lonsdale and Lakewood  
had passed him, and together they made  
the running to the far turn.

At the far turn Lonsdale and Lakewood  
were together, and Cynowre closed up also.  
Lonsdale and Lakewood led into the stretch,  
and Lakewood won by a neck. Time, 1:01 1/2.

Mutuels paid: Straight, \$6.15; for a  
place, \$3.05. Biddie Doyle paid \$3.60.

**FOURTH RACE.**  
Mile and a sixteenth.  
Starting: 10. Total: 10. Betting: 10.  
1. Biddie Doyle, 10. 2. Taylor, 10. 3. Smith, 10.  
4. Jones, 10. 5. Brown, 10. 6. White, 10.  
7. Black, 10. 8. Green, 10. 9. Yellow, 10.  
10. Red, 10. 11. Blue, 10. 12. Purple, 10.  
13. Pink, 10. 14. Grey, 10.

# Gave the Talent a Black Eye at Linden Park To-Day.

AND CYNOSURE HIT THEM, TOO.

10,000 People Saw Castaway II.  
Finish Last in the Third.

**LINDEN RACE TRACK, NOV. 1.**—The first  
race at Linden today was in many respects  
similar to the first event on yesterday's card,  
so far as the betting goes.

The talent were all at sea, so evenly had  
the handicapper allotted the weights, and  
could not select a choice. As a result,  
Lonsdale and Lakewood sailed very near even  
with Cynowre, News and Edo sold at  
nearly even prices for second choice.

The betting ring was crowded and the  
speculation was brisk.

Neither of the favorites was in it. Park  
Ridge, well ridden, came through in the  
lead, followed by a neck and Goldstar  
half a length.

In the third race Ridge opened a favorite  
and was ridden by Burke and John M. running  
behind and each waiting on the other.  
Sir David, Euston and Willard brought  
up the rear.

Ridge made the running all the way  
around and won by two lengths. In the  
stretch Willard gave him a long start for  
the place but was beaten out by a neck.  
Time, 1:01 1/2.

Mutuels paid: Straight, \$6.15; for a  
place, \$3.05. Biddie Doyle paid \$3.60.

**FIFTH RACE.**  
Handicap, for all ages, six furlongs.  
Starting: 10. Total: 10. Betting: 10.  
1. Biddie Doyle, 10. 2. Taylor, 10. 3. Smith, 10.  
4. Jones, 10. 5. Brown, 10. 6. White, 10.  
7. Black, 10. 8. Green, 10. 9. Yellow, 10.  
10. Red, 10. 11. Blue, 10. 12. Purple, 10.  
13. Pink, 10. 14. Grey, 10.

Cynowre got away in front, but before a  
furlong had passed, Lonsdale and Lakewood  
had passed him, and together they made  
the running to the far turn.

At the far turn Lonsdale and Lakewood  
were together, and Cynowre closed up also.  
Lonsdale and Lakewood led into the stretch,  
and Lakewood won by a neck. Time, 1:01 1/2.

Mutuels paid: Straight, \$6.15; for a  
place, \$3.05. Biddie Doyle paid \$3.60.

**SIXTH RACE.**  
Sweethearts for two-year-olds at 110 each,  
with 100 added; selling allowance, six furlongs.  
Starting: 10. Total: 10. Betting: 10.  
1. Biddie Doyle, 10. 2. Taylor, 10. 3. Smith, 10.  
4. Jones, 10. 5. Brown, 10. 6. White, 10.  
7. Black, 10. 8. Green, 10. 9. Yellow, 10.  
10. Red, 10. 11. Blue, 10. 12. Purple, 10.  
13. Pink, 10. 14. Grey, 10.

Silver Charm got a length the best of the  
start and led for the first half of the race,  
but was overtaken by Lakewood and Goldstar  
in the stretch, and Lakewood won by a neck.  
Time, 1:01 1/2.

Mutuels paid: Straight, \$6.15; for a  
place, \$3.05. Biddie Doyle paid \$3.60.

**SEVENTH RACE.**  
Handicap, for all ages, six furlongs.  
Starting: 10. Total: 10. Betting: 10.  
1. Biddie Doyle, 10. 2. Taylor, 10. 3. Smith, 10.  
4. Jones, 10. 5. Brown, 10. 6. White, 10.  
7. Black, 10. 8. Green, 10. 9. Yellow, 10.  
10. Red, 10. 11. Blue, 10. 12. Purple, 10.  
13. Pink, 10. 14. Grey, 10.

Jack McCalliff got a length the best of the  
start and led for the first half of the race,  
but was overtaken by Lakewood and Goldstar  
in the stretch, and Lakewood won by a neck.  
Time, 1:01 1/2.

Mutuels paid: Straight, \$6.15; for a  
place, \$3.05. Biddie Doyle paid \$3.60.

**EIGHTH RACE.**  
Sweethearts at \$10 each, with \$500 ad-  
ded, for maidens of all ages, five furlongs.  
Starting: 10. Total: 10. Betting: 10.  
1. Biddie Doyle, 10. 2. Taylor, 10. 3. Smith, 10.  
4. Jones, 10. 5. Brown, 10. 6. White, 10.  
7. Black, 10. 8. Green, 10. 9. Yellow, 10.  
10. Red, 10. 11. Blue, 10. 12. Purple, 10.  
13. Pink, 10. 14. Grey, 10.

Jack McCalliff got a length the best of the  
start and led for the first half of the race,  
but was overtaken by Lakewood and Goldstar  
in the stretch, and Lakewood won by a neck.  
Time, 1:01 1/2.

# CAN THE SCALES BE BALANCED?

Cal McCarthy Not Content with a  
Ten-Round Go at Dixon.

Fishy Story of the Stealing of a Wagon  
Load of Campaign Literature.

**Cal McCarthy** visited the *Liberator* News  
office yesterday afternoon, and said that he  
was most anxious to meet George Dixon in a  
finish fight.

"I don't want a limited number of rounds  
affair," he continued. "What I want, and  
what I consider will be the only true test of  
superiority, is a finish fight."

"I have been looking all over town  
during the past week, to find Dixon or Tom  
O'Rourke, his backer, but they went back  
to Boston without my being able to see  
them. Dixon knows I can beat him in a  
finish fight with skin gloves."

"That's why he is so persistent in naming  
a ten-round go with big gloves."

"However, I desire Mr. Dixon to know  
that rather than let him go on making a  
bluff about being able to defeat me, I'll  
meet him on his own terms, even if he in-  
sists on a one-round with a feather-bed on  
each hand."

"There is one point, though, that I shall  
not concede. That is, that the contest shall  
take place near Boston. I want to fight  
near home, to meet him. Now it is no more  
than perfectly right and proper that he  
should come through and fight me here."

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# YEARS FOR A FINISH FIGHT.

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